Northeast Token & Medal Society

Farewell!

2011-2012-2013 Final issue #5.

The NOR*EASTER

"TOKENS, MEDALS & EXONUMIA of the NORTHEAST, U.S.A."

Thanks to these workers who kept us going for 33 years:

President
Al Zaika 1980-1983, 1985-1987
R. K. Burke 1983-1985
Pete Hogaboom 1987-1991
George Skic 1992-2006
Peter Wacker 2006-2012

Vice President
Rocco DiGiacomo 1980-1985
Pete Hogaboom 1985-1987
Al Zaika 1987-1989
George Skic 1989-1991
R. K. Burke 1992-1994
Steven Middleton 1994-2009*
Dennis Berube 2010-2012

*Under Steve Middleton, the duties of Membership Chairman and Publicity Chairman were added to those of the Vice President.

Secretary**
Dennis Tilghman 1980-1982
George Skic 1990-1994
Esther Skic 1994-2006
Vacant after 2006

**The duties of this position were split into Corresponding Secretary and (Recording) Secretary from 1982 to 1985 and the latter position was combined with that of Treasurer. From 1985 to 1990 there was a single position of Secretary-Treasurer.

Corresponding Secretary
Bill Bernstein 1982-1983
Walter Stevenson 1983-1984
Charlie Licata 1984-1985

Secretary-Treasurer
Jerry Zara 1982-1983
Herbert Weiss 1983-1990

Treasurer
Jerry Zara 1980-1982
Al Zaika 1990-1991, 1996-2007
Dennis Helmer 1991-1996
Bob Schopp 2007-2012

Editor
Gary Patterson 1980-1985, 2004-2011
Herbert Weiss 1985-1989
Al Zaika 1990-1996, 2000-2004
Dennis Helmer1996-2000
Vacant after 2011

Librarian
Al Zaika 1983-1985, vacant thereafter

PRESIDENT'S MESSAGE

Dear Members,

I hope you and yours had a great summer! It is now my sad duty to compose my last "President's Message" as we disband a club we have all enjoyed. Sad as it is, I'd like to start out on a positive note.

The club has had a great success in its publications and these will be valued and used long after the club has disappeared. First, we have our newsletters, with an enormous amount of great information packed in by talented writers and diligent editors. We have Gary Patterson's and Bob & Bill Schopp's monographs. When I say "have" I mean that these are on permanent file in the Special Collections Department of the Alexander Library of Rutgers University on College Avenue in New Brunswick. The value of these materials is reflected in the fact that a major research university's library was eager to access them. This may not register with non-academics but I will give you an example of how important this is.

When I retired from my teaching duties at Rutgers (I still maintain an office) I "down-sized" my professional library. Oh, I thought, the Rutgers Library system will be delighted with my donation of what I thought of as "important" books. Not so! They did accept some of the books but rejected others. How could that be? It turns out that accessing library materials is an involved and expensive process and librarians have to "pick and choose" very carefully, especially given today's economic realities.

Another positive note is that articles related to New Jersey exonumia for the "New Jersey Numismatic Journal" are welcomed by editor Fran Cackowski <asifran@yahoo.com>. You may remember that I did one on a medallion issued by the Metem Corporation. (Unfortunately, the illustration of the medallion left something to be desired.) Editors are always looking for good material. Fran should have some "back up" as I culled a bunch of articles appearing years ago in the NJNJ and sent them to her. In any case, the outlet is there for getting the word out about New Jersey exonumia.

So, in closing, all is not lost. It has been my pleasure to serve. My thanks to all the writers and editors over the years who have given us such wonderful insights into our hobby - especially recently Dave Gladfelter and Gary Patterson. And, of course, to the GSNA for having hosted us at their annual convention.

Best, Pete Wacker.
New Brunswick, September 18, 2012.

The Windup of NETAMS

On May 19, 2012. the Northeast Token and Medal Society (formerly the New Jersey Exonumia Society) held its last meeting, six months after publication and distribution of the last regular issue of its quarterly newsletter, *The Nor'Easter*. The main item of business on the agenda was set forth on a mailed notice from Treasurer Bob Schopp to our 68 active members, as follows:

April 4, 2012

Dear Member of Northeast Token and Medal Society (formerly NJES),

As you may be aware, Gary Patterson had to resign as Editor of our newsletter, the Nor'Easter last spring due to health issues. We have been unsuccessful in recruiting a new editor thus far. The Executive Committee must make a decision on disbanding the Northeast TAMS and we want your input. The decision will be voted on at the NJ Section meeting on May 19, 2012 at 11 am at the Ukrainian Cultural Center in Somerset, NJ. This is the site of the Garden State Numismatic Association coin show.

Is there anyone among our new or old members that would be willing to take on the duties of Editor of our quarterly newsletter?

If we do decide to disband, we will have to decide which organization we should donate our treasury to. Any dues paid in for 2012 will be returned.

Bob Schopp, Treasurer, RDSchopp@aol.com, 609-586-9264.

The difficult decision was made to disband. After payment of outstanding bills and refund of dues paid, Bob sought advice on what to do with the remaining balance:

Dear Member of the Northeast TAMS,:

We will be forced to disband our hobby organization due to our failure to attract an editor for our newsletter. If we disband, the funds remaining in the treasury should go to another numismatic organization, such as TAMS, GSNA, or NATCA.

Please give us your thoughts on this by regular mail or email. Email your votes on which group we should donate our treasury to rdschopp@aol.com or mail them to Bob Schopp, 16 Sanbert Circle, Hamilton Square, NJ 08690-2510.

Best wishes to you all.

Bob Schopp
NETAMS Treasurer

The members decided to donate the funds to the Token and Medal Society (TAMS). An informal gathering at David Gladfelter's house followed on November 18, 2013, consisting of David. Bob and Gary Patterson (standing, left to right) and Al Zaika (seated). On that occasion, Gary received as an award, a set of anonymous merchant scrip notes from his home town of Manchester, N. J., which he is holding -- printed circa 1840s when Manchester was in Monmouth County. If anyone could have found out who might have issued these notes, Gary could. David then planned to put out a "farewell" issue of *The Nor'Easter*. Gary brought unpublished items remaining in his in-basket. Bob brought the funds in the treasury, and a set of address labels, for use as needed for the anticipated printing and mailing of the "farewell" issue. This, however, did not take place.

The entire 32-year combined run of *Jerseyana* and *The Nor'Easter* has now been placed on the Newman Numismatic Portal, courtesy of Leonard Augsburger, its project coordinator. This seems an appropriate time, therefore, to "publish" the long-delayed farewell issue, although in internet form rather than on the old-fashioned paper preferred by many readers. Members will be notified that if they provide an email address, this issue will be sent to them on line. Of course, it can be printed out and kept with a paper set.

And TAMS will shortly receive a donation of $156.47 as NETAMS wound up in the black.

SOUVENIRS OF AL ZAIKA'S 1976 CASINO TEACH-IN (below)

Reese Palley (1922-2015) was an Atlantic City businessman, art dealer, and all-around character. That's his picture on his play money below (same design on the $10.000 denomination).

reese palley/atlantic city

December 21, 1976

Mr. Al Zaika
Token Collector
P.O. Box 65
Bellmawr, NJ 08030

Dear Mr. Zaika:

Thank you for your nice letter of December 13th.

As requested enclosed is some of the play money we used at your Casino Teach-In.

Sincerely,

Doris F. Idakitis

Doris F. Idakitis
Assistant to the President
Reese Palley, Inc.
Atlantic City, NJ

PERTH AMBOY, New-Jersey.

-Unsigned lithograph, coll. of Mary Ellen Pavlovsky.

A MAN RICH, BUT FRUGAL.

At one time he was one of the wealthiest landowners in Perth Amboy.

Yet he refused to discard his old checks, even after his bank went bust.

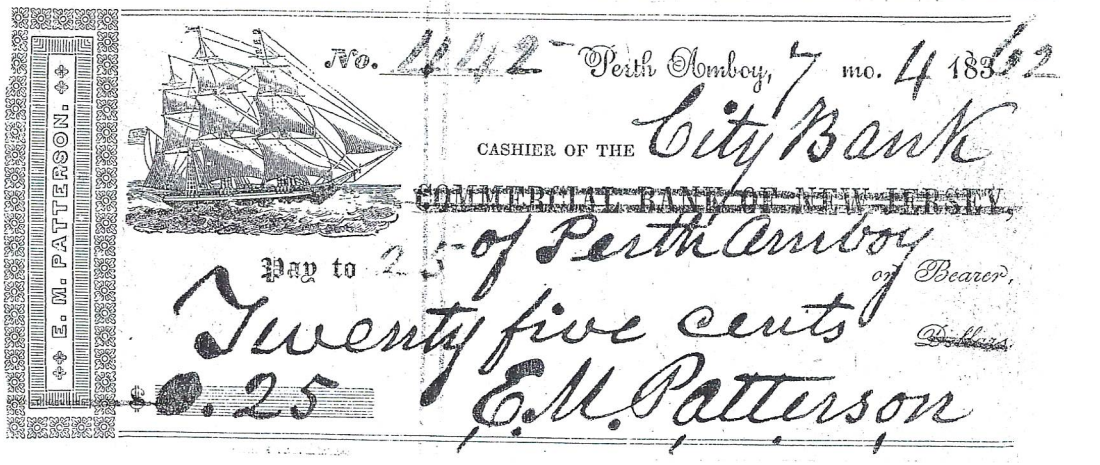
If you were playing the TV game *Jeopardy!* on the topic "New Jersey History Trivia" for $2,000, you would be a winner with "Who was E. M. Patterson?"

Who, indeed? Let's begin with the Civil War era scrip note shown below. It's in the form of a check, originally printed with the name of the Commercial Bank of New Jersey and Patterson's printed name on the left end. A three-masted ship, typical of Perth Amboy's seaport status, proceeds to the right under full sail. The original partially printed date is 183_. This check connects Patterson with the Commercial Bank, one of New Jersey's early banks, given a dual-purpose charter in 1822.

The charter authorized this bank to operate as a "fishery" as well as a financial institution, permitting the "carrying on, from the port of Perth-Amboy, the fishing for whales, seals, and sea fish, in the Atlantic and Pacific Oceans." In furtherance of its fishing operations, it was permitted to build ships. An 1823 map published in Whitehead's Contributions to the Early History of Perth Amboy shows the bank *cum* fishery business located at Market Square on High Street. In those days the business thrived, but later it fell upon hard times, and its charter was suspended in 1857. That didn't stop the frugal Patterson from moving his account elsewhere and continuing to

use up his old checks.

Ezekiel Patterson himself was not a native Amboyan and only briefly resided there, although he worked in that city and had strong economic ties to it. We can piece together fragmentary information about him from a variety of sources. He was born in Huntington Township, in Pennsylvania's Wyoming Valley, to a farming family on May 6, 1810, the fourth



of eight children of Thomas and Mary Patterson. His father also taught school in nearby Plymouth to help support the large family. Three of Ezekiel's siblings settled farther away in Mauch Chunk, Pa. (now Jim Thorpe), western terminus of the Lehigh Canal and original home of the Lehigh Coal and Navigation Company, founded in 1821 by merger of a mining company and a canal company. Ezekiel found employment with this company, which brought him to New Jersey by 1838, when he was serving as its superintendent in Jersey City.

Anthracite coal was mined in the Mauch Chunk area and transported by canal to Easton, Pa. Upon completion in 1836 of the Morris Canal from Phillipsburg, N. J., across the Delaware River from Easton, to Newark with a branch to Jersey City, it was possible for Patterson to advertise the "first quality Lehigh coal, delivered on board of vessels (canal boats), at Jersey City," for $6 per long ton. That was his job – to supervise the shipment, sale and delivery of the coal to the greater New York market. Coal traffic became the major revenue source of the Morris Canal, continuing even after competition opened up from construction of railroad lines. And Patterson had his hand in the railroad business too.

Along the way, Patterson sought to officially adopt "Montgomery" as his middle name by special act of the New Jersey Legislature. The bill passed the Assembly (lower house) but failed on a 7-7 vote in the Legislative Council (upper house), probably due to hostility of the legislators toward such petty special legislation. What is interesting are the references in the 1838 proceedings to Patterson being "of Perth Amboy", the only proof we have found of his actual residence there. By 1850 he had moved to nearby North Brunswick, and thereafter to New Brunswick, where he was elected Mayor in 1860, and where he resided for the rest of his life. He continued, however, to own a house on Market Street (shown on the detail of Brinley's 1856 map as item #3) and other properties in Perth Amboy.

The year 1841 finds Patterson with another Perth Amboy connection, again to the Commercial Bank: He is the named payee on one of its notes. This status does not necessarily connote employment with the bank, but it does indicate that Patterson by then commanded some recognition and respect in the community. These notes were negotiable as bearer paper because they were made payable to the named payee "or bearer." Banks engaged in the practice of naming well-known personages as payees on their notes because it facilitated their acceptance and circulation. Notes made payable to "George Washington," "Henry Clay," and other famous persons (or to bearer of course) were issued by many banks long after the named payees' deaths.

Patterson's name continued to appear on the Commercial Bank's notes throughout the 1840s. The note shown below, dated "1 mo. 1" (January 1), 1847, has Patterson's name boldly written, in a hand that closely resembles his known signatures on the scrip note and on his will. It thus appears that Patterson signed the note himself as named payee. His printed name as payee is found on later notes issued up until 1851. So how did Patterson's name become so familiar to Amboyans?

The prime reason for Patterson's prominence appears to be that he was a large local employer. As early as 1835, Patterson opened a coal yard and dock on waterfront property bounded by Commerce street on the north, Lafayette street on the south, and High street on the west. Per Joseph M. Flynn, writing in 1904, "this brought many Irish Catholics from Jersey City to work there." Some of these workers bought or rented housing, some purchased lots and built houses in the Tower Hill section, but housing was in such short supply that the disused British barracks, constructed in 1759, about six blocks west of the coal yard, was pressed into service to house some of Patterson's workers. The 1850 census shows Patterson's occupation as "coal merchant". The coal yard property is shown on the 1856 Brinley map of Perth Amboy (item #2 on the detail) as well as on maps drawn in 1865 and 1876; Patterson was still shown as the owner

on the 1865 map. It appears to have had an area of about 15 acres. On the lithograph of the city harbor, the dock can be seen just past the large steamboat in the foreground.

Patterson was also prominent as a land owner. In addition to his waterfront property, he owned an 18.625 acre tract just west of the center of town, extending west from and partially bounded by New Brunswick avenue and Smith street (item #1 on the detail). Patterson did not develop this tract but held it for investment; after his death, his executors laid it out in building lots, some of which were sold with restrictive covenants in the deeds. The validity of the covenants was upheld by the Court of Chancery in 1900. Patterson also owned a house on Market Street adjoining Market Square in 1856 and 1865, per the foregoing maps (item #3 on the detail), but no longer resided in it then.

Finally, Patterson was prominent as a railroad man. While residing in New Brunswick in 1872 he was elected president of the Perth Amboy and Bound Brook Railroad Company, and in 1890 he was a director of the Easton and Amboy Railroad.

In 1878, Patterson was approached by Methodists from his birthplace in Pennsylvania to contribute to a fund to pay off the debt of their campground. He agreed, provided that they would name the campground after his mother, Mary Denison Patterson, a devoted Methodist. They did so, the money was given and to this day, the campground in Shickshinny, Pa. is called the Patterson Grove Campground.

Patterson died in New Brunswick on February 8, 1891. His will was probated twelve days later. His estate, estimated to be worth $250,000, was left in equal shares to his daughter Mary and the children of his son John who predeceased him. His wife Henrietta, nee Deeth, also predeceased him in 1884. Patterson's co-executors were his brother John D. and his nephew Richard Sharpe, jr.

His 1862 dated scrip note may have been issued as a convenience to his coal yard workers, to provide them with small change early in the war when hoarding drove minor coins from circulation. Notice, however, that the scrip is redeemable at a bank, not at a company store.

Information from Bill Tiedgen
Research by Mary Ellen Pavlovsky and Bill Pavlovsky
Writeup by David Gladfelter

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New Jersey Legislature, "AN ACT to incorporate a Company for carrying on the Whale and Seal Fisheries from the port of Perth-Amboy, and for Banking purposes," passed November 15, 1822.

William A. Whitehead, Contributions to the Early History of Perth Amboy and Adjoining Country (New York, D. Appleton & Co., 1856).

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James A. Haxby, Standard Catalog of United States Obsolete Bank Notes, 1782-1866 (Iola, WI, Krause Publications, 1988), vol. 2, pages 1355-1358.

Joseph M. Flynn, The Catholic Church in New Jersey (New York, Publishers Printing Co., 1904), pages 125-126.

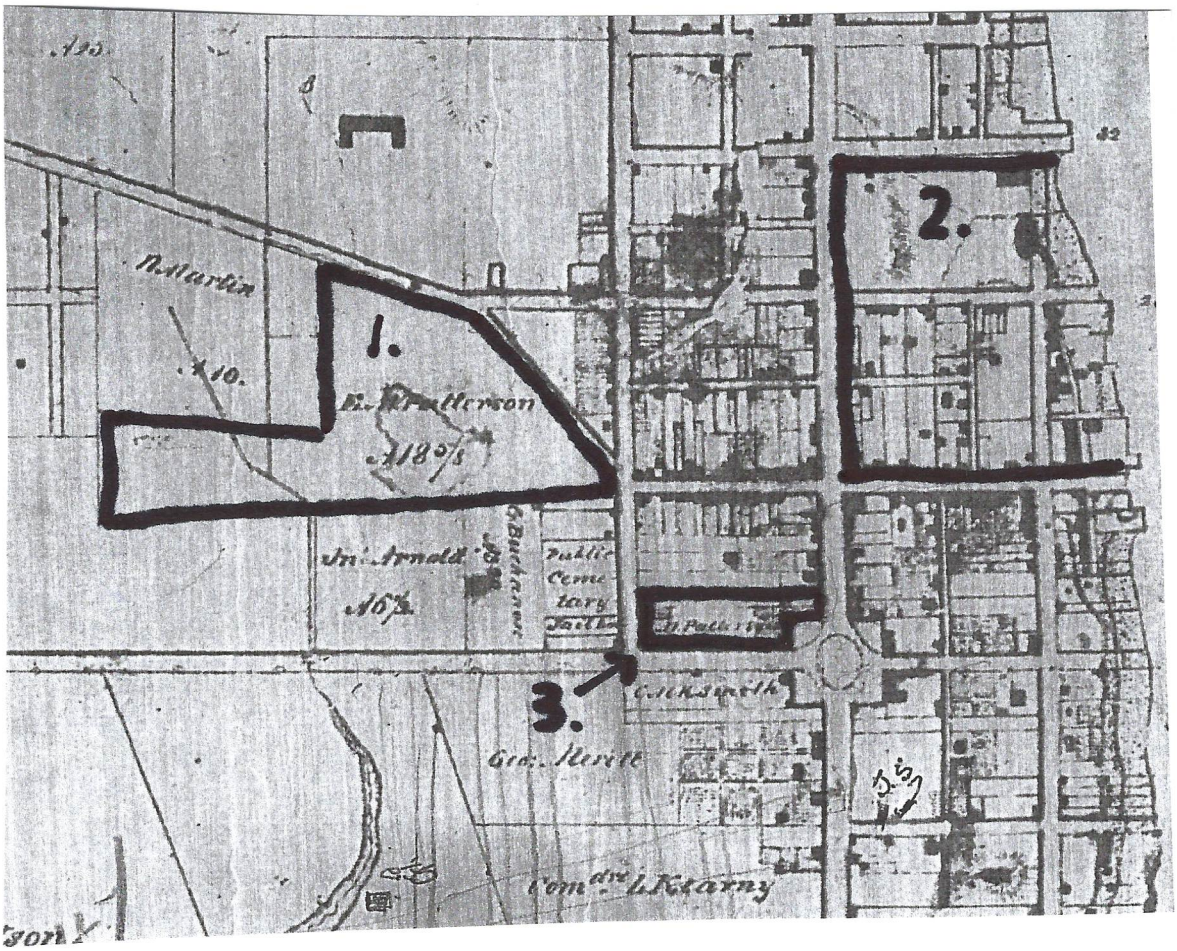
Maps of Perth Amboy drawn by Francis H. Brinley (1856), untitled (1865) and A. Fervey Brian, C. E. (1876).

Campbell v. Parker, 59 N.J.Eq. 342, 344-345 (Ch. 1900).

The Railroad Gazette, April 13, 1872; New Brunswick City Directory, 1890, page 208.

Doris Wiant Harvey, History of Patterson Grove. On line at http://pattersongrove.org/about/history/

DETAIL OF 1856 BRINLEY MAP SHOWING PATTERSON PROPERTIES



N. J. Food Stamp takers. ... PART 3 By Al Zaika

Asbury Park.
Hunters Deli (5) ✓
Muricie's Variety - (5) ✓
Westbrooks Little Supermarket (5) ✓

Atlantic City.
Bens (5) ✓
Community Groceries (5) ✓
Genes (5) ✓
Howards J & N Market (5) ✓
Ted's Store (5) ✓
Veney's - (5) ✓

Bayonne.
Good Day Food Market - 5 ✓

Belford.
Belford Food Market - 5 ✓

Bloomfield.
D'Alessio - 5 ✓

Bridgeton.
C & B. Deli - 5 ✓
Foster Grocery - 5 ✓
Greca's Market - 5 ✓

Camden.
Angelo's - 5 ✓
Bill's Market - 5 ✓
Dan's - 5 ✓
Eddie's Grocery Store - 5 ✓
Elmer's Market - 5 ✓
F & L Grocery - 5 ✓
(2 diff. sets.
The Food Center - 5 ✓
Fivecché Bros. - 5 ✓
Massa's - 5 ✓
Mothers Home Bakery - 5 ✓

Camden.
Orio's - 5 ✓
Paul & Bill Market - 5 ✓
Rivera's Grocery - 5 ✓
Smith's Food Market - 5 ✓
Spruce Superette - 5 ✓
Young's Grocery - 5 ✓

Carteret.
Midtown Deli - 5 ✓

Clayton.
Marty & Barb's - 5 ✓

East Millstone
Chester's Market - 5 ✓

East Orange.
Central Deli - 5 ✓
Kings Market - 5 ✓

Elizabeth
Kampy's Corner - 5 ✓
La Bahamesa - 5 ✓
La Casa De Todos - 5 ✓
Third St Fish Market - 5 ✓

Englishtown.
Foodtown - 5 ✓

Farmingdale.
Foodtown - 5 ✓

Florence.
Front St Market - H. Farmers - 5 ✓

Franklinville.
Helen's Place - 5 ✓

Guttenburg.
Jack Isch & Son - 5 ✓

Hammonton.
Bills Deli - 5 ✓
Inferrera's - 5 ✓

Harrison.
Branco's Supermarket, Inc. - 5 ✓
Two Brothers - 5 ✓
West Hudson Superette - 5 ✓

Hillside.
Snider's Food Center - 4 ✓

Hoboken.
Benitez y Ramirez - 4 ✓
Big Banner Supermarket - 5 ✓
El Mago Grocery - 5 ✓
Latin American Grocery - 5 ✓
(2 diff. sets)
Linares Market - 5 ✓
Mannij's Candy + Grocery Store - 5 ✓
Pueblo Super Market
Two Friends Store - 5 ✓
Vitale Foodtown - 5 ✓

Jersey City
Erie Grocery - 5 ✓
The First of Summit Grocery - 5 ✓
Genesi Food Market - 5 ✓
Greenville Bakery - 5 ✓
Hill's Grocery - 5 ✓
(2 diff. sets)
Jim & Jaes Market - 5 ✓
Mashacks - 5 ✓
Neptune Seafood - 5 ✓
Olympic Super Market - 5 ✓
Paris Pastry - 5 ✓

Jersey City.
Summit Food Market - 5 ✓
1 2 a - 1454 ✓
Lakehurst & Village - 5 ✓

Long Branch.
La Favorita - 50 ✓

Newark.
B+L Food Market - 5 ✓
Beale's Candy Store - 5 ✓
D. J. Delicatessen - 5 ✓
Forest Hill Fishery - 5 ✓
(2 diff. sets)
Ike's Nations - 5 ✓
Isis Supermarket - 5 ✓
Jacks Confections - 5 ✓
La Trinchera Market - 5 ✓
Liborio 199 - 5 ✓
Liborio Supermarket - 5 ✓
Phil Loria meat market - 5 ✓
Luciano Market - 5 ✓
Marvins Liquor + Deli - 5 ✓
Fred Newman Liquors - 5 ✓
P+T Food Center - 5 ✓
Pick-a-Deal Meat Market - 5 ✓
Palomino Supermarket - 5 ✓
Queens Market - 5 ✓
Reida Grocery Store - 5 ✓
Shop 'N Bag Meat Center Inc. 5 ✓
Villanis Super Mkt. - 5 ✓
West Bakery - 5 (2 diff. sets) ✓

New Brunswick.
Butler Food Store - 5 ✓
R+T Novelties - 4 ✓

Northfield
Mini Mart - 5 ✓

Oaklyn.
Oaklyn Super Market - 5 ✓

Orange.
Orange Meat Packing Co. - 5 ✓

Passaic.
Your Friendly Farmers Market - 5 ✓
La Mamasa - 5 ✓
De Old Hermans - 5 ✓
El 494 Super Market - 5 ✓
494 Super Market - 5 ✓
Johannes Lunch - 5 ✓

Penns Grove.
Morea Delicatessen - 5

Point Pleasant.
7 - Eleven - 5

Port Norris.
Newcombe - 5

Trenton.
Community Market - 5
Butch Koreyva's Market - 5
Tyler Mint Market - 5
La Lucha Grocery - 5
Jas - 3 - Hinas. No. 2.
Raya Supermarket - 5
Two Brothers - 5

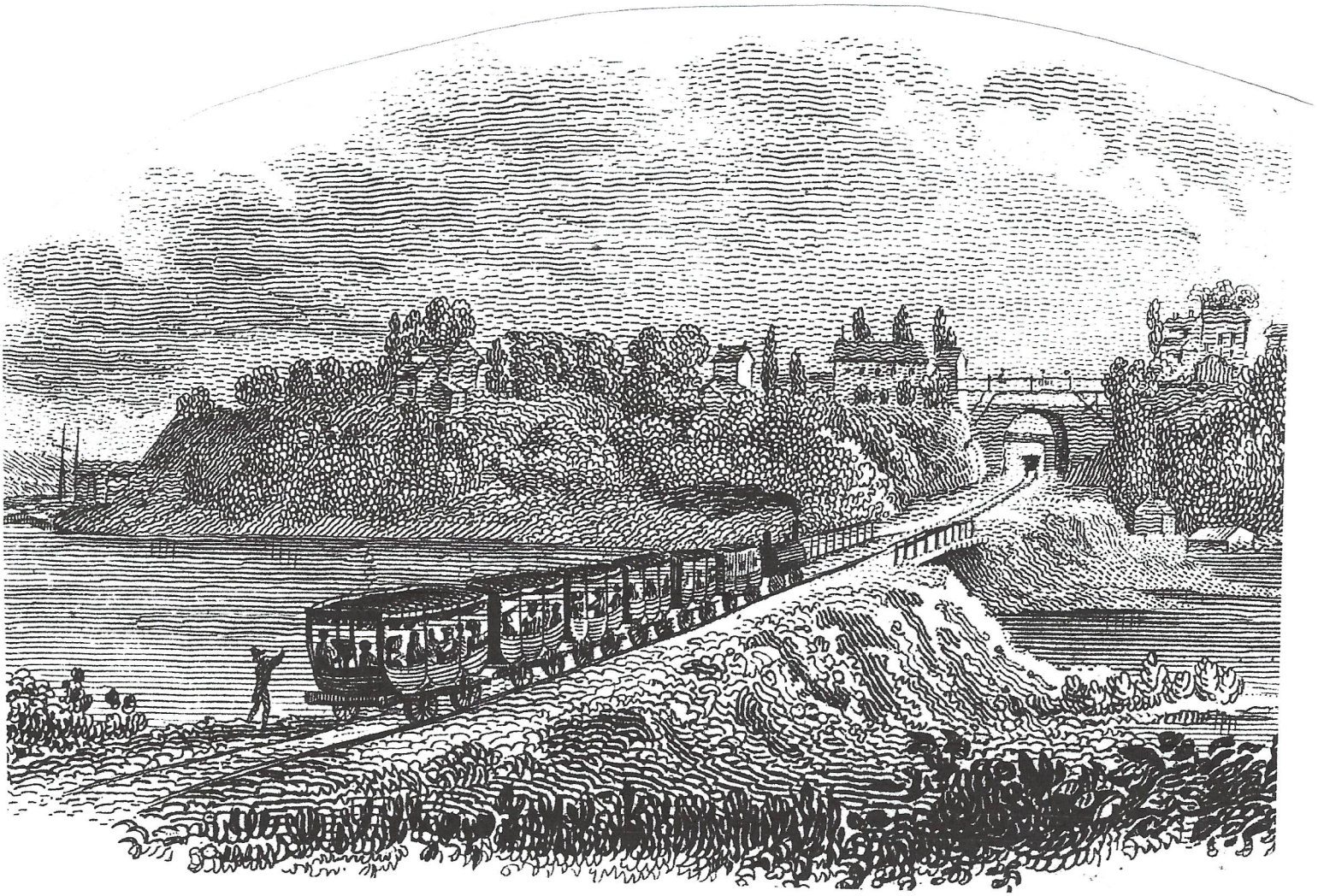
Weehawken.
Bridge Deli - 5
Terrace Market - 5

Editor's note:

Food stamp change tokens were used by grocers to make change for customers who paid with food stamps. They were discontinued after 1978 when the U. S. Department of Agriculture allowed coins to be given in change.

Collectors rushed to obtain and catalog these tokens before they disappeared. Al Zaika's "Part 3" list of New Jersey food stamp tokens follows Gary Patterson's "Part 1" list in the December 1979 *TAMS Journal* and Gary's "Part 2" list in the October 1980 *Food Stamp Change Newsletter.* The three lists combined include a total of 242 merchants from 62 towns. There are also substantial lists of New Jersey food stamp tokens in Neil Shafer's *Food Stamp Tokens* reprinted by Paul A. Cunningham circa 1980, and in Jerry Schimmel's *Food Stamp Change Token Stores* from 1980. Cataloging efforts are continuing today.

Plasco of La Crosse, WI, manufactured many if not most of the food stamp tokens, usually in sets of five denominations. Colors of the .01, .05, .10, .25 and .50 standard denominations were black, green, blue, red and pink, respectively.



The Garden State Corner

THE JOHN BULL: LITTLE ENGINE THAT COULD

David D. Gladfelter, NLG

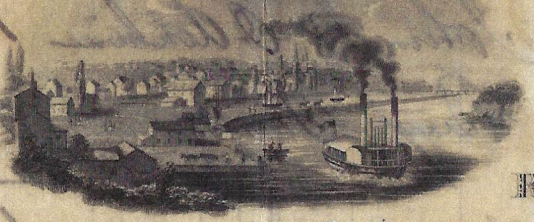
The date is Saturday, November 12, 1831, the place Bordentown, New Jersey, the occasion the ceremonial first run of a passenger-carrying train pulled by a steam locomotive on a 1¼-mile section of the Camden and Amboy Railroad, New Jersey's first railroad and only the third in the nation. Aboard are legislators and other dignitaries invited by railroad president Robert L. Stevens; if we are name dropping, we should include mention of Catherine Willis Gray Murat, Bordentown socialite, wife of Napoleon Bonaparte's nephew Achille Murat and great grandniece of George Washington, hoping to be the first woman to ride behind steam. Prenez-vous le milieu?

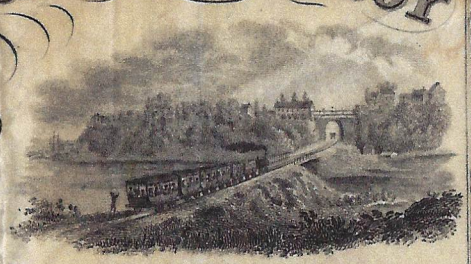
The run takes two minutes but is repeated many times during the day so that all may experience and admire this new engineering marvel. The celebration lasts late into the night. Political and social points are scored, just as the savvy Stevens anticipated.

This charming vignette of the John Bull's maiden run (here enlarged 4x without any resulting distortion) turned up in a group of railroad vignettes from the archives of the American

STATE OF NEW-JERSEY

JOINT STOCK
OF THE
DELAWARE & RARITAN CANAL COMPANY & CAMDEN & AMBOY
RAIL ROAD
AND TRANSPORTATION COMPANY





No. 15

SHARES 10

OFFICE OF THE RAIL ROAD COMPANY

This is to (Certify, that) The Cashier of the Southwark Bank is entitled to Ten Thousand — — — — Shares in the CAPITAL STOCK OF THE CAMDEN & AMBOY RAIL ROAD & TRANSPORTATION COMPANY, transferable on the Books of the Company, and on surrender of this Certificate only, by himself or his legal Representative.

Witness our Hands, and the Seal of the Company, at Camden this 7 day of Sept 1833

CAPITAL STOCK THREE MILLIONS

Secretary

President

100 EAGLE CLAIMS

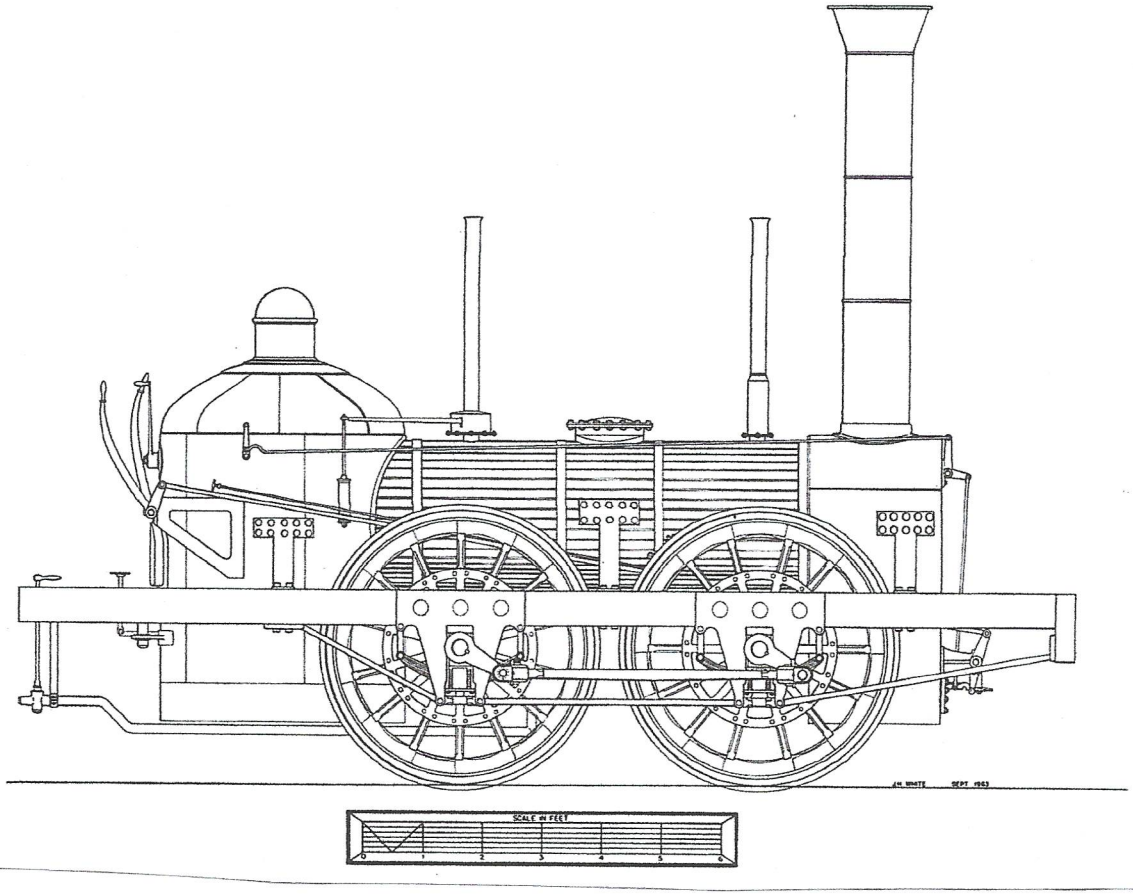
Bank Note Company that were auctioned in 2007. Although no identification came with the vignette, we can be confident of the location because the details are little changed over time. Today it is the Bordentown station on New Jersey Transit's River Line, which largely follows the original route of the C&A between Camden and Bordentown. What was then the C&A main line running northeast from Bordentown is now only a remnant spur serving a few industries in the Bordentown area. The track passes under Prince street and Farnsworth avenue as can be seen on the vignette. The Crosswicks creek flows into the Delaware river at left. A section of the original track is preserved by the station parking lot with an explanatory marker. At the bridge on Farnsworth avenue is a tablet showing the locomotive, the makeshift tender, and two carriages with the following inscription:

First movement by steam on a railroad in the state of New Jersey, November 12, 1831, by the original locomotive "John Bull" now deposited in the United States National Museum at Washington. The first piece of railroad track in New Jersey was laid by the Camden and Amboy Railroad Company between this point and the stone thirty five hundred feet eastward in 1831.

We can also be reasonably confident of the occasion because the vignette was actually used on a joint stock certificate of the railroad company and the Delaware and Raritan Canal company dated September 7, 1833, shown here. The locomotive had been constructed to Stevens's specifications in England by the illustrious railway engineer Robert Stephenson, shipped here disassembled, and put together by C&A's master mechanic Isaac Dripps in the summer of 1831. Dripps tested it on September 15, made necessary adjustments, assembled a makeshift tender from a whiskey barrel mounted on a flatcar connected to the boiler with leather hoses made by a local shoemaker, and awaited the ceremonial day's call to duty. For nearly 18 months thereafter, the John Bull remained in storage while construction of the railroad proceeded. In the interval, horses pulled the trains. Only on that single day prior to September 7, 1833, did an event of significance involving the John Bull take place at the Bordentown railroad location, and only for about four months prior did the John Bull operate at all, in limited service.

The stock certificate has the imprint of Charles Toppan & Co., Philadelphia, one of several constituent bank note engraving firms that later formed ABNCo. Toppan had a reputation for fine detail work; in 1840 he engraved the entire Declaration of Independence in a 65x38mm space that also included 16 circular 7mm designs. Thus, proper credit for engraving "Debut of the John Bull" (my title) should go belatedly to Toppan. This vignette appears at the upper right corner of the certificate. Also appearing thereon are two additional vignettes. In the center is an early view of New Brunswick showing traffic on the Raritan river and to its left, the northern terminus of the D&R canal; in the distance is the C&A railroad bridge over the Raritan. This cityscape vignette was also used on a $10.00 bill issued by the Bank of New Brunswick in 1833, a year before it closed. At the upper left corner is a view of the canal's southern terminus at the Delaware river at Bordentown; this vignette was also used on a 50 cent scrip note issued by the Phenix Manufacturing Company of Trenton in 1837.

The Stevens family of Hoboken had interests in both the railroad company and the canal



Reconstruction drawing by John H. White, Jr., of the *John Bull* as originally built.
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company, both of which had received charters from the New Jersey Legislature on the same day, February 4, 1830. Rather than compete, the two companies decided to cooperate, the railroad catering to a passenger business and the canal focusing on freight. By different routes, both companies provided service between Bordentown and New Brunswick, with a feeder canal supplying water from the Delaware river and carrying traffic between Lambertville and Trenton. A year later, on February 15, 1831, the Legislature passed an act authorizing the companies to consolidate their capital stock for the purposes of completing construction of their respective transportation facilities. They both did so, by consent of seven-eighths of their respective stockholders. The companies did not formally merge, but continued their separate existence, each remaining subject to the provisions of their original charters. However, their profits were pooled, their stock deemed to be joint stock, and their directors managed their

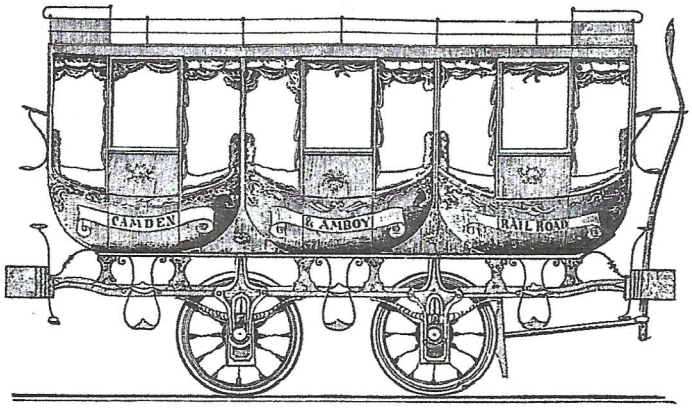

Figure 55. The first passenger cars were built by M. P. and M. E. Green of Hoboken, New Jersey, in 1831. At first the cars were horse powered. (*Harper's Weekly*, August 25, 1888.)

affairs in joint meetings. A joint stock certificate of the canal company, similar to that of the railway company illustrated herein but issued from the office of the canal company, is illustrated in McKelvey.

The John Bull soldiered on until being retired from service in 1866. During that time, many modifications were made to it so as to improve its operating qualities, by Stevens, Dripps and others. A two-wheeled pilot was added in front to prevent derailment on curves. A bell, headlight and whistle were provided for safety. Larger cylinders were supplied and the smoke box was deepened. A cab and an eight-wheeled tender were furnished about 1850. The old relic ended its service switching and pulling work trains. In 1876 it was brought out for display at the U. S. Centennial and in 1884 it was accepted by the Smithsonian Institution as its first engineering specimen, displayed sans cab and tender, which had deteriorated, in the Arts and Industries Building until 1964 when it was moved to its present location in the National Museum of American History. It made guest appearances at the Columbian Exposition in Chicago in 1893 (traveling there under its own power), at the Fair of the Iron Horse near Baltimore in 1927 (again operating under steam), at the Century of Progress in Chicago in 1933, and at the New York World's Fair in 1939. A replica built by the Pennsylvania Railroad was operated at the New York World's Fair in 1940 and at the Chicago Railroad Fair in 1948 and 1949. The replica is now in the Pennsylvania Railroad Museum in Strasburg.

The late Edward Sholl, a Bordentown master machinist and model railroader, built a scaled-down operating replica of the John Bull over a ten year period in the 1960s. That replica was displayed at the New York World's Fair in 1965 and has been acquired by a museum.

The original John Bull is now the oldest operable steam engine in the world. As its 150th anniversary approached in 1981, staff at the Smithsonian pondered steaming it up for a sesqui-centennial run. Would the ancient machine be up to the task? What would be the risk of damage to this priceless artifact? Visual examinations suggested that the engine was sound and sturdy. Pressure tests of the boiler and smoke box produced clouds of dust and debris, but everything worked! Further tests, including x-rays, high frequency sound waves and hydrostatic tests, revealed small cracks and breaks that could either be repaired (by welding) or were not so serious as to preclude low-pressure, low-speed operation. So the John Bull would be safe to operate, pulling a C&A coach it had pulled back in the day over a level track at a sedate pace.

The day chosen for the memorial run was September 15, 1981, the place the Chesapeake & Ohio's Georgetown branch a few miles away. The route lies through a park between the Potomac river and the Chesapeake and Ohio canal, not too different looking from the original C&A route. A video recording was made. You can watch and enjoy it at https://www.theatlantic.com>archive>2011/03>bringing_a_museum_object_to_life .

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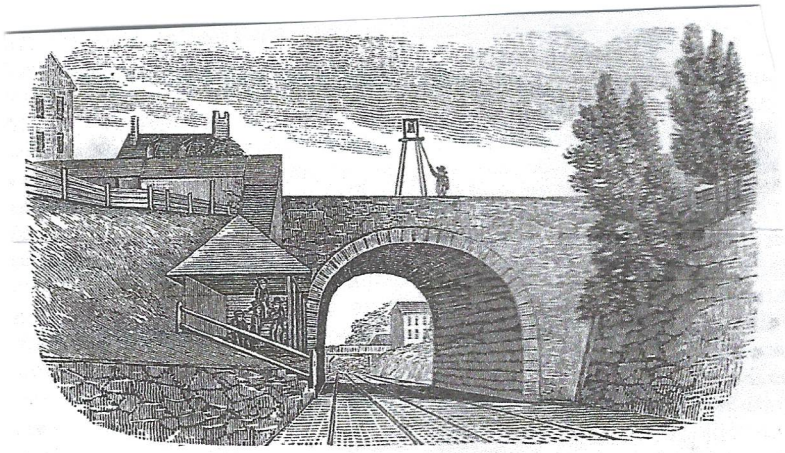
LOOKING BACK DOWN THE LINE



Arch over the Railroad, Bordentown.

The Camden & Amboy passenger station at Farnsworth avenue, Bordentown.
Signal man on duty on bridge.
(From John W. Barber and Henry Howe, *Historical Collections of the State of New Jersey* (Newark, N.J.: Benjamin Olds, 1844).

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